

PM Conformity Hot Spot Analysis Project Summary Form for Interagency Consultation

The purpose of this form is to provide sufficient information to allow the Transportation Conformity Working Group (TCWG) to determine if a project requires a project-level PM hot spot analysis pursuant to Federal Conformity Regulations.

The form is not required under the following circumstances:

1. The project sponsor determines that a project-level PM hot spot analysis is required or otherwise elects to perform the analysis; or
2. The project does not require a project-level PM hot spot analysis since it:
 - a. Is exempt pursuant to 40 CFR 93.126; or
 - b. Is a traffic signal synchronization project under 40 CFR 93.128; or
 - c. Uses no Federal funds AND requires no Federal approval; or
 - d. Is located in a Federal PM attainment area (note: PM10 and PM2.5 areas differ).

Projects other than those listed above may or may not need a project-level PM hot spot analysis depending on whether it is considered a "Project of Air Quality Concern" (POAQC), and should be brought before the TCWG for a determination.

It is the responsibility of the project sponsor to ensure that the form is filled out completely and provides a sufficient level of detail for the TCWG to make an informed decision on whether or not a project requires a project-level PM hot spot analysis. For example, the TCWG will be reviewing the effects of the project, and thus part of the required information includes build/no build traffic data. It is also the responsibility of the project sponsor to ensure a representative is available to discuss the project at the TCWG meeting if necessary.

Instructions:

- 1) Fill out form in its entirety. Enter information in gray input fields.**
- 2) Be sure to include RTIP ID#. See <http://scag.ca.gov/rtip/> if necessary.**
- 3) Submit completed form to your local Transportation Commission who will submit it to the MPO. Caltrans projects can be submitted by Caltrans District representative.**

The TCWG meets the fourth Tuesday of each month at SCAG Headquarters, 818 W. 7th Street, 12th Floor, Los Angeles, CA 90017. Participation is also available via teleconference. Call (213) 236-1800 prior to meeting to get the call-in number and pass-code.

Forms must be submitted by the second Tuesday of the month to be considered at that month's TCWG meeting.

REFERENCE

Criteria for Projects of Air Quality Concern (40 CFR 93.123(b)(1)) – PM₁₀ and PM_{2.5} Hot Spots

- (i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;
- (ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project;
- (iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;
- (iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location; and
- (v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM₁₀ or PM_{2.5} applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Links to more information:

<http://www.fhwa.dot.gov/environment/conform.htm>

<http://www.epa.gov/otaq/stateresources/transconf/index.htm>

TABLE 1
Type of Project

- | |
|--|
| <ul style="list-style-type: none">• New state highway• Change to existing state highway• New regionally significant street• Change to existing regionally significant street• New interchange• Reconfigure existing interchange• Intersection channelization• Intersection signalization• Roadway realignment• Bus, rail, or inter-modal facility/terminal/transfer point• Truck weight/inspection station• At or affects location identified in the SIP as a site of actual or possible violation of NAAQS |
|--|

RTIP ID# <i>(required)</i> ORA000195				
Project Description <i>(clearly describe project)</i> The SR-22/West Orange County Connection (WOCC) Project proposes to widen and construct high occupancy vehicle (HOV) lanes on SR-22 from I-405 freeway interchange to SR-55, and other operational improvements (e.g., interchange improvements). See comments section for further details.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Change to existing state highway – construct one HOV lane in each direction				
County Orange	Narrative Location/Route & Postmiles SR-22 between I-405 and SR-55 12-ORA-22 KP/(PM) 1.1/21.2 (0.7/13.2) Caltrans Projects – EA# 071611			
Lead Agency: Orange County Transportation Authority (OCTA)				
Contact Person Mary Toutounchi	Phone# (714) 712-1640	Fax# (714) 712-1582	Email MToutounchi@octa.net	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	X PS&E or Construction	Other
Scheduled Date of Federal Action: August, 2006				
Current Programming Dates <i>as appropriate</i>				
	PE/Environmental	ENG	ROW	CON
Start	Prior RTIP	Prior RTIP	Prior RTIP	Prior RTIP
End	Complete	05-06	Prior RTIP	05/06
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purpose of the proposed SR-22/WOCC project is to improve both existing and future mobility and enhance safety throughout the corridor. The project area includes the SR-22, from SR-55 to the Los Angeles county line and the interchanges between SR-22 and the connecting freeways within these same limits. SR-22 represents a major link to other freeway systems within the Orange County area and is an important component of the county's transportation system. This specific project area in question is the SR-22 bridge over Magnolia Ave. This coincides with the overall SR-22 widening project. Under existing conditions, SR-22 does not meet the capacity needs of the area. With projected population and employment growth trends indicating increased transportation volumes, SR-22 can be expected to experience worsening operational deficiencies. There is insufficient capacity within the SR-22 corridor on the freeway and adjacent arterial streets to accommodate existing and projected travel demand between the SR-55 interchange and the Los Angeles County line at I-405 and I-605. Traffic operations on SR-22 are aggravated by a lack of continuous parallel arterial routes and available arterial/intersection capacity, and is the one freeway in Orange County that does not have HOV facilities. Some portions of existing SR-22 do not conform to current state and federal highway design standards. Existing shoulder widths and vertical clearances, for example, are non-standard in some areas. Providing standard features where possible will improve safety on the freeway mainline and ramps. Addressing the capacity deficiency problem, which is also associated with congestion-related accidents, can help in reducing rear-end and sideswipe type of accidents. Operational improvements, which include geometric improvements, on-&-off ramp improvements, resurfacing or new pavements, and upgrading existing roadways can reduce accidents.				

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

Discussion of land uses/traffic generators will be focused on the City of Garden Grove since this is where the proposed improvements are located.

Garden Grove, similar to almost every other city that borders SR-22, is at full build-out. The most prevalent land use in Garden Grove is residential, occupying approximately 50 percent of the City's total area. Within the project study area, there is a major industrial area located between Knott Street and Hoover Street, north of SR-22. There is a small area north of SR-22, between Beach Boulevard and Harbor Boulevard, which is mixed-use and commercial.

Land use south of SR-22 is predominantly residential and open space. Industrial land uses are also found south of SR-22 between Newhope Street and Harbor Boulevard. The entire area north of SR-22 and south of Trask Avenue,

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Opening Year 2015**

Condition	Location	AADT ^{1,4}	LOS ²	% Trucks ³	Truck ⁴ AADT
Build	Beach Blvd - Knott St	168,700	E	4.9%	8,270
	Harbor Blvd - Euclid St ⁵	226,600	E	4.7%	10,650
	I-5/SR-57 - The City Dr ⁵	242,200	E	4.5%	10,900
	Main St - I-5/SR-57	179,500	E	4.5%	8,080
	Tustin St - Glassell St	158,700	E	3.4%	5,400
No Build	Beach Blvd - Knott St	153,300	E	4.9%	7,510
	Harbor Blvd - Euclid St	200,300	F	4.7%	9,410
	I-5/SR-57 - The City Dr	219,100	F	4.5%	9,860
	Main St - I-5/SR-57	183,900	E	4.5%	8,280
	Tustin St - Glassell St	167,900	E	3.4%	5,710

1. Interpolated from existing (1996) and 2020 No Build in the FEIS/EIR Table 3.7-3 and 2020 Build in Project Report Attachment F
2. Peak hour worse direction based on interpolated volumes and v/c conversion to LOS based on FEIS/EIR Table 3.7-4
3. Caltrans 2004 truck counts
4. The increases in the AADT for the Build versus No Build conditions are expected as a result of background growth.
5. The Build condition includes LOS improvements on SR-22 between Harbor Blvd and Euclid St. and between I-5/SR-57 and The City Dr.; the LOS improvements along these two segments can result in improved air quality.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Design Year 2020**

Condition	Location	AADT ^{1,4}	LOS ²	% Trucks ³	Truck ⁴ AADT
Build	Beach Blvd - Knott St	177,600	F	4.9%	8,700
	Harbor Blvd - Euclid St	238,100	E	4.7%	11,190
	I-5/SR-57 - The City Dr	251,700	E	4.5%	11,330
	Main St - I-5/SR-57	184,900	E	4.5%	8,320
	Tustin St - Glassell St	162,000	E	3.4%	5,510
No Build	Beach Blvd - Knott St	158,100	E	4.9%	7,750
	Harbor Blvd - Euclid St ⁵	204,800	F	4.7%	9,630
	I-5/SR-57 - The City Dr ⁵	222,600	F	4.5%	10,020
	Main St - I-5/SR-57 ⁵	190,500	F	4.5%	8,570
	Tustin St - Glassell St	173,600	E	3.4%	5,900

1. 2020 No Build from the FEIS/EIR Table 3.7-3 and 2020 Build from Project Report Attachment F
2. Peak hour worse direction from FEIS/EIR Table 4.7-6
3. Caltrans 2004 truck counts
4. The increases in the AADT for the Build versus No Build conditions are expected as a result of background growth.
5. The Build condition generally includes LOS improvements on SR-22; the LOS improvements can result in improved air quality.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not Applicable

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Not Applicable

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The traffic analysis prepared for the project shows that there will be increases in ramp traffic volumes at the SR-22/Magnolia Street interchange. It is important to note the primary land uses in the vicinity of these ramps are commercial and residential. Therefore, it can be expected that the traffic increases on these ramps would be passenger vehicles. Furthermore, the proposed improvements are operational and facilitate the movement of traffic (e.g., installation of a left-turn pocket lane). Without these improvements, excessive queuing could occur at this interchange. Although there could be additional queuing on the ramps, the improved conditions in the general purpose and carpool lanes will provide for reduced congestion and more consistent traffic flow.

Comments/Explanation/Details (*attach additional sheets as necessary*)

Magnolia Street Undercrossing

The proposed design modifications would consist of replacing the SR-22 freeway structure over Magnolia Street, reconstructing the entire bridge in conjunction with the SR-22 widening. Also, an additional left-turn lane would be provided in the southbound direction of Magnolia Street onto the eastbound SR-22 on-ramp. Figure 1 depicts the reconstruction of the undercrossing and the additional left-turn lane.

We believe this Project is not Project of Air Quality Concern (POAQC) given that the project will not result in increased truck traffic in the area, and will in fact improve the flow of traffic in this area, thereby resulting in overall improvements to air quality along the corridor.

The screening analysis for the new air quality requirements has determined that the proposed reconstruction of the Magnolia Street undercrossing would not contribute to increases in PM2.5 and PM10. This determination is predicated on the premise that the proposed structure replacement at Magnolia Street and left-turn pocket do not contribute to increases in the traffic capacity for the SR-22 facility or on the local arterial. Without these operational improvements, traffic operations could worsen at the Magnolia Street interchange. The proposed improvements are not expected to substantially increase the vehicle fleet mix on SR-22 and the local arterial. As previously discussed, land uses in the vicinity of the SR-22 corridor are primarily light commercial and residential.

The type of activities proposed (e.g., reconstruction of the Magnolia Street undercrossing and addition of a left-turn lane) would not lead to an increase in truck traffic and therefore, can be determined to be *Not POAQC*. See Figure 1 for further detail.

The construction of the mainline HOV on SR-22 is underway and it is anticipated to be complete in early 2007. The Orange County Transportation Authority (OCTA), the Agency responsible for implementation of the SR-22/WOCC project, will request federal funding for the Magnolia Street improvements. Therefore, this *PM Conformity Hot Spot Analysis Project Summary Form for the Interagency Consultation* solicits the concurrence of the Transportation Conformity Workgroup to determine that the proposed improvements described below are not considered POAQC.

Comments/Explanation/Details (continued)

Attach additional sheets as necessary; include narrative reason why POAQC or Not POAQC decision is appropriate

Supplemental Supporting Information

Background

The Final EIS/EIR for the SR-22/WOCC Project, approved in March 2003, proposes to widen and construct high occupancy vehicle (HOV) lanes on SR-22 from the I-405 freeway interchange to SR-55, along with other improvements. Prior to the issuance of the Record of Decision on August 19, 2003, the City of Garden Grove (City) filed a lawsuit against OCTA, Caltrans, and FHWA. The City contended that the proposed SR-22/WOCC project would result in increased traffic congestion within the City's limits and that the issue was not adequately addressed in the EIS/EIR. A settlement was reached between the parties in July 2004. As part of the settlement agreement, OCTA agreed to make modifications (operational improvements) to key intersections that would facilitate traffic flow within the City. Improvements along the City of Garden Grove also included the Magnolia Street undercrossing.